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CLASSIFICATION ~~SECRET~~COUNTRY Soviet Zone of Germany

REPORT NO.

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TOPIC Altenburg AirfieldEVALUATION 25X1

PLACE OBTAINED

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DATE OF CONTENT 11 October 1949, December 1949, January 1950DATE OBTAINED 28 February 1950

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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

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1. There was no flying at the Altenburg (N 51/K 27) airfield between 12 and 20 December 1949. About 30 twin-engine DC-3 transports which were covered with tarpaulins, moored and strictly guarded, were standing in front of the hangars. passenger car occupied by three air force officers, and trucks were seen at the field.

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2.

The field is to be fully occupied by the Spring of 1950. Two hundred young officers arrived from the Soviet Union in early December 1949. Most of the dependents of Soviet Air Force officers were allegedly transferred to the Soviet Union.

3. surveying groups surveyed the fields adjacent to the airfield on 13 December 1949. Airfield workers and settlers in the vicinity stated that the landing field was to be expanded northward standing beyond the main road by about 80 hectares, and that a construction management, headed by two German engineers, had arrived.

4. The staked-out expansion area was reconnoitered on 21 December 1949 (see Annex). Grading work had not yet been done. The eight new farmhouses on the Altenburg-Penig (N 51/K 47) road had just been completed but were being torn down.

5. The occupation of the field by aircraft was unchanged on 22 December 1949. Transports made several local flights during the afternoon.

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6. A transport took off and headed northwest at 11:30 a.m., 27 December 1949. Trucks [] were seen at the field.

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7. The field was still occupied by about 35 covered and moored transports from 11 to 15 January 1950. There had been no flying since 1 January 1950.

According to German field workers, the airfield was occupied by the following personnel:

Flying personnel	150 officers and officer candidates
Parachutists wearing the regular air force uniform without special insignia:	50 officers and officer candidates
Air technicians:	250 officers and EM
Airfield administrative personnel, including drivers:	150 officers and EM
Total occupation:	500 to 600 men.

Officer dependents and EM were recently frequently trucked to Gera (N 51/K 06) and Goessnitz (N 51/K 36) at night, allegedly to go by rail to the Soviet Union. Most of the officers' billets were said to be evacuated.

8. Expansion work was being done at the field. All trees on both sides of the Altenburg-Penig road, in line with the airfield, had been cut. Six construction cantonment buildings were erected on the northern edge of the field, near the athletic grounds on both sides of the road. Beams, boards and squared timber were stored at this athletic field. A caterpillar tractor has been in use for grading near the runway for two weeks. The field north of the airfield was staked out. The impression was obtained that the length of the runway was to be doubled.

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The last parachuting practice was about 10 a.m. on 11 October 1949. A transport flew over the field with throttled-down engine at an altitude of from 700 to 800 meters. During a left turn north of the field, eighteen parachutists jumped from the plane in rapid succession. The parachutes opened after about three seconds. The parachutists were in the air for about four minutes. As all parachutes opened at the same altitude they presumably were opened automatically by a parachute rip cord in the plane. The activities by the parachutists after landing and their armament could not be observed as the distance was about 3 kilometers.

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The firm had delivered three concrete mixers of B-special type on 17 January 1950. Their performance was 15 cubic meters per hour and delivery was made to an Altenburg state-owned construction firm which was to do construction work at the Altenburg airfield.

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comment:

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a. [] the airfield is under expansion. Information on the expansion work (see Annex) was received for the first time.

b. The number of transport planes at the field has apparently not changed compared to observations made in previous months.

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In air transport regiment, [] is still carried as being in Altenburg.

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c. The reported transfer of Soviet dependents and the arrival of officers is considered credible. Such exchanges have been observed in other places in the Soviet zone of Germany.

d. The correctness of the reported personnel occupation at the field cannot be rated for lack of comparable information.

e. Information on parachutists in Altenburg, allegedly a parachute school, was previously supplied [] but has not been confirmed []

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1 Annex: Altenburg airfield.

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